

ROYAL BARGAINS IN OUR AUGUST CLEARANCE SALE.

WITH THE INTEREST STILL AT FEVER HEAT!
WE WILL STILL CONTINUE TO GIVE YOU
FROM DAY TO DAY, MORE GOOD
VALUES FOR YOUR MONEY
THAN YOU HAVE EVER
RECEIVED BEFORE.

A Reduction of 50 per cent. or more has been made on the following lines:

Cents' custom-made unlaundried white shirts. 65 cents.
Soft, cool and comfortable: Cents' Derby ribbed Balbriggan Drawers. 35 cents.
Heavy enough for a Walking Shoe, light enough for a yard slipper: Cents' low-cut Calf Ties, only 64c a pair.
WE MUST CLOSE those Ladies' Canvas \$2 Shoes, button, for . . . \$1.15.
Ladies' and Misses' low-cut Oxford Ties, in Russet color. 95 cents per pair.

These are a fine house shoe; easy and comfortable.

25 Pairs of Ladies' French Kid Button Shoes. . . \$75

We have a lot of small sizes in Men's Summer Coats and Vests, Mohairs, Silks, Seersuckers, Worsted, etc., sizes 33 to 37, which you can get for less than half the regular price.

30 Cents' medium-weight Summer Suits, all-wool goods, Cassimeres, Cheviots, Serges and Worsted, broken sizes. We will sell them at half their old prices, \$5 to \$10 per suit.

Young Men's heavy Cheviot Suits, ages 14 to 18. . . \$4

Boys' Knee Pants Suits, fine wool Cassimere, dark herring pattern, ages 5 to 12. . . \$2.50

TO-DAY we received 20 Cases of MEN'S and BOYS' HATS for Fall Trade, made to our special order by an Eastern Manufacturer.

New Styles and Low Prices.

If you want a BARGAIN in Men's medium light-weight OVERCOATS, COME AND SEE US!

44-inch French Cashmere TO-DAY. . . 42 cents

40-inch Sicilian Alpaca in black. . . 39 cents

38-inch gray and tan Alpaca, silk warp. . . 49 cents

TO-MORROW (SATURDAY) OUR SALESPERSON FOR SPECIALS

RED HOUSE

J Street

SACRAMENTO. CAL.

RAILROAD TIME TABLE.

SOUTHERN PACIFIC COMPANY.

PACIFIC SYSTEM.

July 28, 1889.

Train LEAVE and are due to ARRIVE at SACRAMENTO.

LEAVE. TRAINS RUN DAILY. ARRIVE.

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NEW TO-DAY.

Advertisements of Meeting Notices, Wills, Last Wills, For Sale, To Let and similar notices under this head are inserted for 5 cents per line the first time and 3 cents per line each subsequent time. All notices of this character will be found under this heading.

Wanted, Counsel, No. 2, Degree of Possession, meets TONIGHT, at Red Men's Hall, at 9 o'clock. By order of the Board of Directors.

Wanted, a woman, a POSITION as a housekeeper, to do housework. Address MAGGIE, 107 Fourth street.

Wanted, a good, large, heavy, hand range, apply at 106 K street.

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EAST OF THE ROCKIES.

President Harrison Visiting Baine at Bar Harbor.

PEARL HUNTING IN WISCONSIN.

Scientific Explanation of the Origin of the Gulf Stream.

Fruit Sales.

(SPECIAL DISPATCHES TO THE RECORD-UNION.)

BENJAMIN TRAVELING.

President Harrison Receiving Honors Throughout New England.

Boston, August 8th.—The special train with President Harrison and party pulled out of Boston and the main depot at 10 o'clock this morning, en route to Bar Harbor.

The train was composed of the department of a salubrious and the continued cheer of the crowd.

President Harrison much refreshed this morning and pleasantly received the early greetings of the members of his party and his hosts, representing the State and the city.

A late breakfast was served in the dining room of the Vendome. Shortly after 10 o'clock the party entered carriage and, with cavalry, drove through the crowded streets to the depot to the rattling of the wheels.

At Old Orchard, the summer residents and the permanent population turned out to meet and gave the President a hearty reception.

The first great demonstration after the departure from Boston was made at South Haven, where the train stopped.

The crowd around the depot cheered as the train stopped, guns thundered a salute, and the President was greeted by the hands of hundreds of people.

Goodell, of New Hampshire, and John Goodell, of New Hampshire, were the first to greet the President.

Mayor Mack formally welcomed the President to Lawrence.

The President responded at this point, cheerfully, with cries of "Long live the President," and the train moved off.

The train was met by a great crowd, a great arch of welcome, cheer, cannons, etc.

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mile, Fred Woolley won. Nava C. second, Elsie B. third. Time, 1:16.

Next race, selling, three-fourths of a mile, Springfield won. Steve Jerome second, Litter third. Time, 1:10.

IN MONTANA.

HELENA (Mont.), August 8th.—The Annual meeting of the Deer Lodge Fair and Racing Association will be held at the fair grounds here, commencing tomorrow.

The first race was a 600 yard dash, the entries being Mary Queen, Buggy, Sleepy and the others. The race was won by Mary Queen.

The second race was a 100 yard dash, the entries being Mary Queen, Buggy, Sleepy and the others. The race was won by Mary Queen.

The third race was a 100 yard dash, the entries being Mary Queen, Buggy, Sleepy and the others. The race was won by Mary Queen.

The fourth race was a 100 yard dash, the entries being Mary Queen, Buggy, Sleepy and the others. The race was won by Mary Queen.

The fifth race was a 100 yard dash, the entries being Mary Queen, Buggy, Sleepy and the others. The race was won by Mary Queen.

The sixth race was a 100 yard dash, the entries being Mary Queen, Buggy, Sleepy and the others. The race was won by Mary Queen.

The seventh race was a 100 yard dash, the entries being Mary Queen, Buggy, Sleepy and the others. The race was won by Mary Queen.

The eighth race was a 100 yard dash, the entries being Mary Queen, Buggy, Sleepy and the others. The race was won by Mary Queen.

The ninth race was a 100 yard dash, the entries being Mary Queen, Buggy, Sleepy and the others. The race was won by Mary Queen.

The tenth race was a 100 yard dash, the entries being Mary Queen, Buggy, Sleepy and the others. The race was won by Mary Queen.

The eleventh race was a 100 yard dash, the entries being Mary Queen, Buggy, Sleepy and the others. The race was won by Mary Queen.

The twelfth race was a 100 yard dash, the entries being Mary Queen, Buggy, Sleepy and the others. The race was won by Mary Queen.

The thirteenth race was a 100 yard dash, the entries being Mary Queen, Buggy, Sleepy and the others. The race was won by Mary Queen.

The fourteenth race was a 100 yard dash, the entries being Mary Queen, Buggy, Sleepy and the others. The race was won by Mary Queen.

The fifteenth race was a 100 yard dash, the entries being Mary Queen, Buggy, Sleepy and the others. The race was won by Mary Queen.

The sixteenth race

DAILY RECORD-UNION

FRIDAY, AUGUST 9, 1889

ISSUED BY THE

SACRAMENTO PUBLISHING COMPANY.

Office, Third Street, between J and K.

THE DAILY RECORD-UNION,

Published six days in each week, with Double

Sheet on Saturdays, and

THE SUNDAY UNION.

Published every Sunday morning, making a

splendid series of papers.

For one year, \$6.00

For six months, \$3.00

For three months, \$1.50

Subscribers served by Carriers at FIFTEEN

Cents per week. In all other cities and towns

the paper can be had of the principal Periodical

Dealers, Newsboys and Agents.

The SUNDAY UNION is served by Carriers at

TWENTY-FIVE CENTS per month.

TERMS FOR THE WEEKLY UNION

The cheapest and best Home, News

and Literary Journal published on the Pacific

Coast. The SUNDAY UNION is sent to every

subscriber for the WEEKLY UNION.

Terms for both one year, \$2.00

The WEEKLY UNION alone per year, \$1.00

The SUNDAY UNION alone per year, \$1.00

All these publications are sent either by Mail

or Express to agents or single subscribers, with

charges prepaid. All Postmasters are agents.

The Best Advertising Medium on the Pacific

Coast.

Entered at the Postoffice at Sacramento as

second-class matter.

The RECORD-UNION, SUNDAY UNION and

WEEKLY UNION are the only papers on the

Coast, outside of San Francisco, that receive

the full Associated Press dispatches from all

parts of the world. Outside of San Francisco,

they have no competitors either in influence or

range and general circulation throughout the

State.

SAN FRANCISCO AGENCIES.

This paper is for sale at the following places:

L. P. Fisher, 201 1/2 Merchants' Exchange,

California street, who is also Advertising

Agent for San Francisco, the principal News

Agencies and Hotels, and at the Market Street

Ferry.

Also, for sale on all Trains leaving and

coming into Sacramento.

Weather Forecasts for To-Day.

California—Fair, with light rain; warmer in

the interior; nearly stationary temperature

along the coast.

Oregon and Washington—Fair, with

winds; slightly warmer.

THE COMING CONFERENCE.

The commercial conference that is to be

had in San Francisco the present month

will be one of the most important convoca-

tions ever held in this State. Whatever

its results, the immense importance of the

subjects it will have in hand cannot for a

moment be doubted. What is to be hoped

for is calm debate and very patient delib-

eration. The main questions to be con-

sidered are, whether the threatened divi-

sion of the through traffic by rail and

from California to the west, and the with-

drawal of a large part of San Francisco's

Atlantic trade are likely to be realized, and

if so, what steps should be taken to meet

the threat and avert the danger. The one

chief question to be determined by the

commercial representatives of the Ameri-

can Pacific coast, is "Shall a foreign port

and a foreign line of transportation on our

north be built up at the expense of the

commerce of the Pacific States, without a

protest on their part or effort to protect

themselves against a diversion of American

traffic from American lines, over which

it should pass, according to the natural

laws of trade?" It is to be debated

whether this is fair competition between

friendly nations, in which one Power puts

its shoulder beneath private enterprise, and

so enormously subsidizes it and exempts it

from the usual charge of operating ex-

penses that it can undercut its rival of the

other nation beyond all the latter

meeting it. It is to be considered, also,

whether the restrictions that our Govern-

ment places upon the business of trans-

porting merchandise are wise and advisa-

ble. The interstate commerce law will be

a topic of debate of the most interesting

character, and we do not think mistake

in the forecast, when we predict that the

commercial judgment of the Pacific coast

will be that it is a failure, not only in not

accomplishing the promise made for it, but

that it has been a hindrance to trade and

an impediment to the free operation of

those commercial laws that are the results

of ages of experience, and which cannot be

obstructed in their operation without a

disarrangement of the business

affairs of the community that undertakes

the "regulation."

The San Francisco Alta California,

making upon this attempts to regulate in

violation of all experience in the business

of carrying goods for hire, well says:

WASHINGTON CULLINGS.

General Alger Wants to be Commander-

in-Chief of the G. A. R.

CALIFORNIANS APPOINTED.

The Postoffice Department and the

Western Union Telegraph

Company.

[SPECIAL DISPATCHES TO THE RECORD-UNION.]

GOVERNMENT TELEGRAMS.

The Rate that Must be Paid Still a Mat-

ter of Dispute.

WASHINGTON, August 8.—At the Post-

office Department it is stated that the action

of the Western Union Telegraph Company

in collecting in advance regular rates on

Government messages, and the Government

employees, is illegal and should not be paid.

The company bases its action on the fact

that no bill has been made for this year,

but the Postoffice Department officials

say that there is no such thing as a

contract between the Government and the

telegraph company regarding rates.

The law gives the Postmaster-General

power to fix rates. This he did at one mill

a word in the latter part of June, but sus-

pended the enforcement of the rule pend-

ing a conference between himself and the

company. Later he notified the various

departments by no telegraphic bills

until the matter is settled. Therefore, if

the suspension is withdrawn and the rate

fixed goes into effect, bills can be allowed

only at one mill a word.

The whole matter has been referred to

the Postmaster-General, with the request

that he advise the Department what course

to pursue on these accounts rendered by

the Government employees for telegraphing

to the Home Department. The Treasury

officials believe the account must be paid

as the employees were obliged to pay

the rates charged, and the Government

guarantees their legitimate expenses.

Late this evening Acting Postmaster-

General Cullings replied to something

requested, and advised the Treasury

Department to instruct their employees away

from the Department to send all telegraphic

patches to the Department marked "Col-

lect," and that the Department can be

allowed only one mill per word. In cases

where employees have paid for a message,

and that they will have to look to the

company for a rebate of the excess of

charges over one mill per word.

This plan was adopted in 1884, when

Postmaster-General Gresham, when the

controversy over the rates was not settled

until September, and the companies re-

funded the entire excess collected during

the controversy.

ONE MILL A WORD.

The Western Union Claims that Such a

Rate Would be Ruinous.

WASHINGTON, August 8.—President

Green of the Western Union Telegraph

Company has sent to Postmaster-General

Wanamaker a lengthy letter in response

to one written by the Postmaster-General

some days ago. Mr. Green answers all the

points made by the Postmaster-General,

and claims that the service rendered by

the Western Union is now done at a less

rate than to other customers, and the pro-

posed tariff of one mill a word would

work an actual loss to the company of 60

per cent. on 500 miles, and down to an

average of 250 miles and down to a

neighborhood of 55 per cent. in the

closing he says the average reduction

in twelve years has probably been in the

neighborhood of 55 per cent. per message.

Last year it was 31.20 per cent. per mes-

sage. The proposed reduction of one mill

per word would mean a reduction of 20

per cent. per message, so that the reduction

of the rate would mean a reduction of

a half time greater than the reduced cost

of handling the messages and two-fifths

greater than the reduced rate on com-

mercial messages.

The sum of it all is that the Government

has given up nothing that cost the Govern-

ment anything or of any value to the

Government to retain, nothing that

has not been worth more to the Govern-

ment than the public that it has been

willing to pay for, and that it has been

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